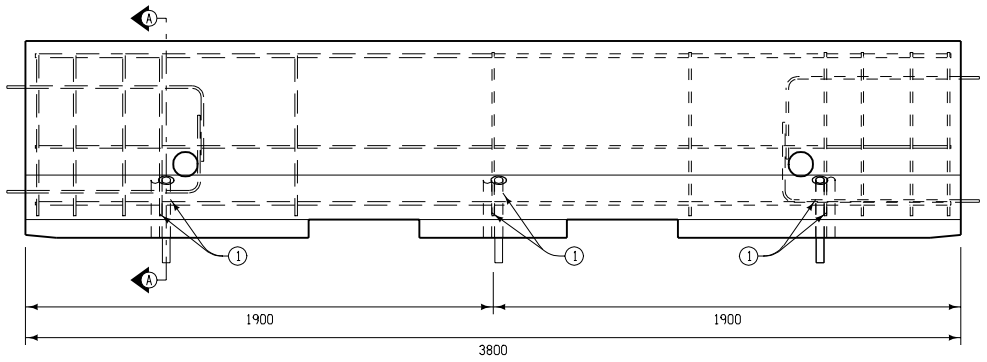


GENERAL NOTES:

Tie–downs are required only where the Temporary Barrier Rail is within 0.6 meters of a drop–off. Holes into the pavement to anchor the Temporary Barrier Rail may be drilled after positioning the TBR using the EMT (Electrical Metallic Tubing) as a drill bit guide.

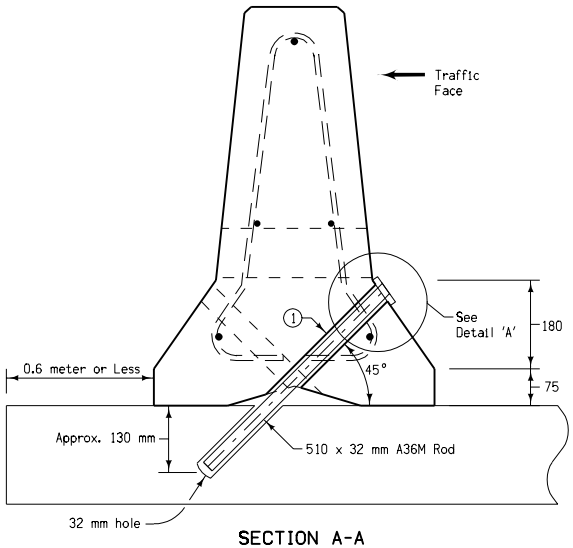
Holes shall be drilled to a sufficient depth such that the pin is inserted fully and the washer is flush with the barrier surface. Care shall be taken to ensure that drilled holes do not fully penetrate the bridge deck or pavement.

Temporary Barrier Rail Tie Downs are considered incidental to "Temporary Barrier Rail".

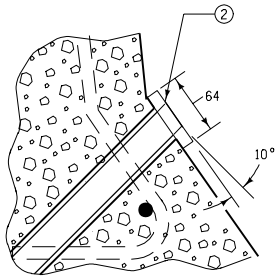
① Sleeves for the future tie–down system are to be constructed out of 32 mm nominal, (35 mm actual inside diameter) EMT (Electrical Metallic Tubing). EMT to be tied to stirrup for support.

② The top of the rod to be cut at a 10 degree angle. Tack weld ASTM F436M Steel 36 mm nominal size Circular Washer (64 mm outside diameter, 35 mm inside diameter) to the top of the rod in order to be flush with the barrier surface.

NOTE:
Standard Road Plan RE–75 to be used in conjunction with Standard Road Plan RE–71.



SECTION A-A
PIN DETAIL



DETAIL 'A'

All dimensions given in millimeters unless noted.

M	Iowa Department of Transportation *Highway Division*	
METRIC VERSION	**STANDARD ROAD PLAN**	**RE-75**
	REVISION: Change loop bars to smooth bars and change their configuration.	REVISION NO. 2
	APPROVED BY DESIGN METHODS ENGINEER: William J. Stein	REVISION DATE 10-02-01
	F-SHAPE TEMPORARY BARRIER RAIL TIE DOWNS	